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REMARKS


In the Official Action, claim 1 was rejected under 35 U.S.C. § 112, second paragraph, as being indefinite for including certain unclear limitations. However, with this Amendment, those limitations have been deleted and therefore the rejection has been rendered moot.

By this Amendment, claim 1 recites the drive train mechanism including a first gear member, a second gear member, and a cam mechanism. The first gear member extends from the door handle mechanism, with the second gear member operatively coupled to the first gear member. The cam mechanism is integrated with the second gear member and directly contacts the switch device for operating the same. None of the cited art, whether taken individually or in any permissible combination, discloses the claimed drive train mechanism with the cam mechanism directly contacting the switch device for operating the same.

Claims 1-3, 5 and 9 were rejected under 35 U.S.C. § 103(a) as obvious in view of the Takata reference (U.S. Publication No. 2004/0183655) in view of the McFarland reference (U.S. Patent No. 5,743,575). Claims 6 and 7 were rejected under 35 U.S.C. § 103(a) as obvious in view of the Takata reference and the McFarland reference and in further view of the Meinke reference (U.S. Patent No. 6,264,257). Claims 10, 11, 13, 17 and 21 were rejected under 35 U.S.C. § 103(a) as obvious in view of the Takata reference and the McFarland reference and in further view of the Geil reference (U.S. Patent No. 6,181,024). However, with this Amendment, these rejections have been rendered moot.

In view of the foregoing, all of the claims remaining in the case, namely claims 1-3, 5, 9-11, 13, 17 and 21, are in proper form and patentably distinguish from the prior art. Accordingly, allowance of the claims and passage of the application to issuance are respectfully solicited.

Respectfully submitted,
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